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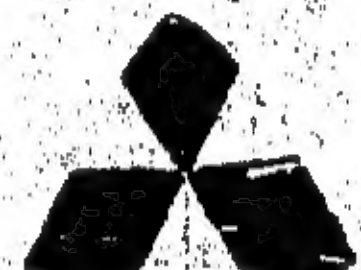
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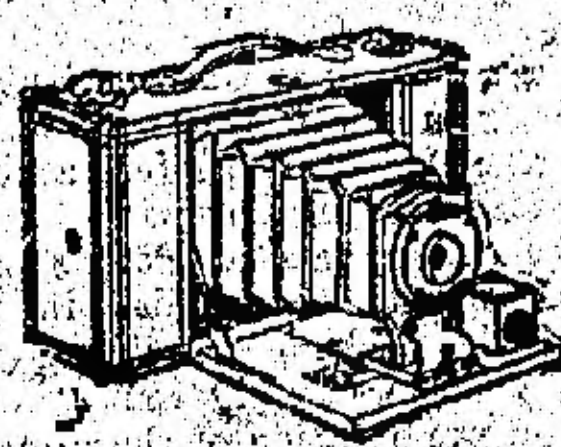


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Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 22ND, 1911.

Not many years ago the attitude of the Chinese people towards railways was one of open hostility. When, however, it was seen how greatly rapid communications had served to develop the districts in which railways were in operation public opinion quickly veered round, and in course of time people clamoured for railways in all parts of the Empire, the old hostility remaining only in the form of objection to the borrowing of foreign capital for this purpose. This hostility was encouraged by the fear that railways under foreign control, or in which foreigners were financially interested, would almost inevitably lead to the partitioning of China among the Powers, who at the time seemed to be marking out on the map of China their respective spheres of influence. Fortunately for China and the peace of the whole world, the British Government took a definite stand against the partitioning of China, and this resulted in a series of international agreements to maintain undiminished the territorial integrity of the Chinese Empire. These agreements notwithstanding, the Chinese people maintained their opposition to the granting of further railway concessions, and this hostility as a general rule extended to the construction of railways by the Chinese Government with borrowed foreign capital. The idea prevailed that all the capital needed could be furnished by "the merchants and gentry of China," and brave attempts were made to raise the capital for many gigantic undertakings. The delusion has

been dispelled by experience, but the great amount of attention paid in recent years by the Chinese people to the subject of railways has led to wide recognition of their advantages, and apparently the growing eagerness to have them has been accompanied by a weakening of the hostility to the only means of procuring great trunk railways in China within a reasonable period of time. It will be seen by a telegram from our Peking Correspondent which we publish this morning that the Board of Communications has signed an agreement to borrow from an international group of financiers a sum of six millions sterling for the purpose of advancing the construction of the Hankow-Canton line and the projected line from Hankow to Szechuan. A provision in the agreement enables the Chinese Government to borrow a further sum of four millions. We do not know whether this is merely a provision for a possible excess of the estimated cost of construction, or whether it is to be associated with the contemplated redemption of that part of the Hankow-Canton Railway now in operation, to which some reference is made in our Canton Correspondent's notes to-day. A study of the low rate of progress made with the construction of this line shows the imperative necessity of some change of policy if the railway is to be completed within the lifetime of the present generation. Our Peking Correspondent however, in reporting a day or two ago, the appointment of Tuan Fang as Director-General of the two great railway projects, mentioned that his acceptance was doubtful owing to the fact that the gentry are "tremendously incensed against the Government's railway policy." The fact that the loan agreement is now signed shows that the Government is determined to carry out the policy it has decided upon, and there can be no doubt it is a very sound policy to accelerate the construction of railways which are destined to promote so materially the prosperity of the provinces they traverse. H. E. Tuan Fang would probably succeed better than most men in allaying the opposition to the Government's railway policy which is reported to exist among the local gentry, for the fact of that loan—like China's last loan of ten millions, mainly for currency purposes—being an international one should have some influence in removing fears of political embarrassment with individual Powers, which, as we have already said, was formerly the principal argument against borrowing from foreigners. The signing of the loan agreement either indicates a weakening of opposition to the policy of borrowing foreign capital, or determination on the part of the Government to carry out, regardless of opposition, what they are convinced is a sound policy beneficial to the interests for the State.

Two cases of plague were notified on Saturday, bringing the total up to 37.

A letter in reply to that written by Mr. O. D. Wilkinson on the condensed milk question is held over until to-morrow.

The first steam trawler for Hongkong, the *Hoi Fung*, passed the Canal on the 14th inst. and is now about leaving Aden for Hongkong. She is expected to arrive here about a month from now.

His Excellency the Governor has been pleased to appoint Mr. E. B. Hancock to be an unofficial member of the Licensing Board during the absence on leave of the Hon. Mr. E. Osborne, or until further notice.

His Majesty the King has been pleased to approve the appointment of the Hon. Captain F. W. Lysons to be an official member of the Legislative Council during the absence on leave of the Hon. Mr. F. J. Bodeley.

The rumour that Sir Matthew Nathan is indicated as the probable successor of Sir Eldon Gorst as British Resident in Egypt was denied by Sir Matthew to a news agency representative last month.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 4 of 1911, entitled "An Ordinance to prohibit the use of Dynamite or other Explosives for the purpose of catching or destroying fish."

At to-morrow's meeting of the Sanitary Board a letter will be read from the Government relative to amending certain instructions for the guidance of the Administrative Head of the Sanitary Department. The President will submit a minute relative to the proposed additions to the Shanikwan Market, and a report will be read with reference to the outbreak of foot and mouth disease at No. 9 shed, Bassoon's Villa.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—An Ordinance passed by the Council with respect to Persons carrying on business as Money-lenders; an Ordinance to amend the University Ordinance, 1911; and an Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies.

Lady Lugard left Hongkong by the *Empress of Japan* on Saturday for Japan, where she will spend the summer.

A letter containing a draft for \$200 was received by a person other than the addressee, and the man who received it is alleged to have opened it and cashed the draft at the Chartered Bank of India, Australia and China. He was charged before Mr. Wood at the Magistrate's Court on Saturday, and the hearing of the case was adjourned, bail being allowed in the sum of \$250.

At the Magistrate's Court on Saturday Mr. Hazeland convicted the Chinese who were charged with infringing the privileges of the Postmaster-General by bringing letters into the Colony, and with using a dollar stamp from which the postmarks had been erased. On the first count his Worship imposed a fine of \$100 or one month's imprisonment, and on the second the defendant was sentenced to one month's imprisonment.

A statement of the approximate traffic on the Kowloon-Canton Railway for the month ending 25th April places the number of passengers at 30,090. The coaching amounted to \$10,919.36 and the goods traffic to \$1,243.59, the grand total for the month being \$12,162.95. This amount, together with the previous grand total of \$74,583.09, shows the earnings of the British section to total \$86,746.04. The amended timetable of the running of the British section of the Kowloon-Canton Railway is published in the current issue of the *Gazette*.

CORRESPONDENCE.

AT LAST!

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

London, April 26th.

SIR,—So the worm has turned at last! I thought the letter I addressed to you in November last—which no one, apparently, had the courage to follow up publicly—had been useless effort; but I have now hope that, after all, there is still left a spark of independence and courage among the shareholders in Hongkong companies. Numerous expressions of opinion had reached me privately, both from residents in the Colony and from old China hands resident at home, supporting the views put forward in that letter. But they were merely pious expressions of opinion, holding out no hope of joint action in the way of open criticism of company management.

Everyone agreed, with one exception, that something ought to be done, but that owing to the interlocking of interests nothing would be done, that nothing could be done. This was the tone of one who wrote to me only a fortnight ago before he left for the Far East, and he used to be reckoned one of the ablest and most outspoken critics in China. The one exception to whom reference has been made was a resident in Shanghai, who is willing and ready to make some useful suggestions in regard to one of your public companies if he is assured of some support at the next annual meeting. It is to be hoped that he will get the needed support.

In the last issue of the *Hongkong Weekly Press* I have, there is a report of a company meeting of unusual interest. Arrows to take this as a first instalment of a crusade by some of your local stalwarts in favour of a more active participation by shareholders in the management of the companies in which they are interested? Are we to take it as indicating that you have still in the Colony men courageous enough to suggest improved management? Or are we to suppose that the view put forward anonymously by "Two Shareholders" will prevail, namely, that "owing to the business and social ties which bind small communities together" your Colony cannot produce men with "the necessary independence, combined with ability, to criticise adversely the management of public companies"? If this is the general opinion, then there is no hope for you.

It is to be hoped this latter view will not prevail, however. As I wrote in November, "now that times are bad and profits restricted, when shareholders have often to go without dividends and the only people who thrive out of companies are the management and the managing companies, it is time that a strong protest should be raised by the patient and suffering shareholder. Necessity is often the best spur to action, and all shareholders cannot afford to see capital shrink before their eyes while directors and managing companies calmly pocket their yearly fees or commissions."

It does not follow that one imputes illegal or dishonest practices. Mr. Pollock's speech at a recent meeting laid ample emphasis on this point. But there should be a ready recognition that public companies exist on public money, and that the investors of that money—the shareholders—have at least an equal claim (if not the first claim) with the management in the division of any profits derived from the business, and have also a voice in the management. Even the best management might be better for outside criticism and suggestion. The test of success in management is the financial results—the balance sheet. There are several of your public companies somewhat closely held in the grip of managements which in recent years, to judge from the financial results and the absence of profits to shareholders, require something more stimulating than friendly criticism.

Let some more of your local shareholders turn on the searchlight in the manner Messrs. Turner, Osborne and Pollock have done. It will not be a pleasant task. But surely there are not lacking men of ability and courage and independence to undertake it, however unpleasant.—Yours faithfully,

THOS. H. REID.

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ANOTHER CHINA LOAN.

IMPORTANT RAILWAY PROJECTS.

PEKING, May 21st.

The Hukwang Loan has been signed by representatives of the Board of Communications and the International group of financiers.

The loan is for six millions sterling at 5 per cent., for forty years, repayment to begin in the eleventh year. The revenues of the provinces of Hupeh and Hunan are pledged as security.

The proceeds, after payment of outstanding liabilities connected with contemplated lines, will be applied to the construction of the main line connecting Wuchang, Yochow, Changsha and Yi-Changhsien, where it will join the Hankow-Canton line; secondly, to the main line starting from Kuangshui on the Peking-Hankow line and proceeding to Siang-yang, Chingten-chow, Ichang and Kweifu, and ultimately to Chengtu.

A British Engineer will be engaged for the Hupeh and Hunan section; a German for the Kuangshui-Ichang section; and an American for the Ichang-Kweifu section.

Provision is also made for a further issue, not exceeding four millions, on the same security.

Three years are allowed for the completion of the lines, excepting the Ichang-Kweifu section.

The lenders will appoint an auditor for each line to supervise the expenditure.

COMPANY MEETING.

PEAK TRAMWAYS CO.

The annual meeting of shareholders of the Peak Tramways Company was held on Saturday at the Hongkong Hotel. Mr. H. Humphreys presided, and there were also present: Hon. Mr. C. H. Ross, Dr. J. W. Noble, Messrs. J. Scott, Harston, and C. S. Gubbay (directors), J. M. Wong, D. Clark, and G. Rapp (secretary).

The Secretary having read the notice convening the meeting, the CHAIRMAN said:—Gentlemen,—With your permission I propose to take the report and statement of accounts as read. The balance sheet presents very little change from the one submitted to you last year except in the matter of expenditure. Maintenance and repairs account has been increased by \$3,175.94, in spite of the fact that the last rope had an unusually long life. This is due to our having had to renew the steel drums, spurs and pinion wheels and shafts in the engine house in addition to replacing worn out boiler tubes with new ones. There has also been a sum of \$725 expended on the upper terminals and the viaduct approaching it. Permanent way (now line), already written down to \$38,950.29, we propose to still further reduce by \$10,000, and if you approve of this appropriation there will, after providing for the usual dividend of 8 per cent., be a sum of \$1,833.80 to carry forward to next account. I have no further remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There were no questions and the CHAIRMAN proposed the adoption of the report and accounts.

Mr. CLARK seconded, and the motion was carried.

On the motion of the CHAIRMAN, seconded by Mr. J. M. Wong, Sir Hormusjee Mody, Dr. J. W. Noble, Hon. Mr. C. H. Ross, Mr. J. Scott Harston and Mr. C. S. Gubbay were re-elected directors.

Mr. J. M. WONG moved that Messrs. W. H. Potts and A. R. Lowe be re-elected auditors.

Mr. CLARK seconded, and the motion was agreed to.

The CHAIRMAN—That concludes the business, gentlemen. I am much obliged for your attendance. I had expected a larger attendance, but no doubt the wet weather has kept people away. Dividend warrants are now ready and may be had on application at the Company's office.

CORONATION CELEBRATION.

The following additional subscriptions have been received:—

Messageries Cantonaises	3600
A. B. Marry, Esq.	100
Robinson Piano Co.	50
P. Tester, Esq.	10
H. T. Jackson, Esq.	10

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, May 19th.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

KAISER AND THE PRINCE OF WALES.

LONDON, May 20th.

The Kaiser has invited the Prince of Wales to visit him at Potsdam.

THE ROYAL SPORT.

KING GEORGE'S FIRST VICTORY.

LONDON, May 20th.

The King's horse Pintadeau has won the Fitzwilliam Stakes at Doncaster Spring Meeting.

Tremendous enthusiasm was displayed at the result, which is the first victory of His Majesty on the turf.

THE RELIEF OF FEZ.

LONDON, May 20th.

Boisset's relief column is within two days of Fez.

The old town of Fez is believed to be in the hands of the insurgents.

THE REACTIONARY MOVEMENT IN PORTUGAL.

LONDON, May 20th.

It is reported from Lisbon that the cruiser "Admiral" has gone to Oporto. This is believed to be in connection with the reactionary movement.

THE STATE BALL AT BUCKINGHAM PALACE.

LONDON, May 20th.

The State Ball at Buckingham Palace given by Their Majesties in honour of the Kaiser was of the most brilliant description. There were a thousand guests, including thirty royal personages.

PORTUGUESE ROYALTIES.

LONDON, May 20th.

Ex-King Manuel of Portugal and ex-Queen Amelia visited the Kaiser and the Kaiserin yesterday.

CANADA AND JAPAN.

LONDON, May 21st.

The "Times" Correspondent states that the Ottawa House of Commons has passed a temporary Japanese Tariff Agreement.

TREATY OF COMMERCE.

LONDON, May 21st.

It is announced from Stockholm that a Treaty of Commerce has been signed between Sweden and Japan, together with a Tariff Convention. Both are based on the most favoured nation treatment.

THE KAISER'S DEPARTURE.

LONDON, May 21st.

The Kaiser and Kaiserin sail to-day for Home. Opinions in all quarters agree that the visit cannot have failed to develop good relations between Great Britain and Germany.

"THE FOLLIES"

It was a very general opinion that the entertainment given by Mr. Henry Dallas' Company at the Theatre on Saturday was the best of the whole series, which is very high praise indeed.

Many of the items were new, and from beginning to the large audience was very happy in the choice of a song when "The Follies" gave their first performance in Hongkong. "Devon, Glorious Devon," which Mr. Yates sang magnificently, evidently appealed strongly to the men of Devon in the audience, and we believe we are correct in saying that on no occasion since that first night has Mr. Yates been able to get out of singing that song. Miss Elsie Redfern has had a very similar experience with "The Moon" song.

The Company are playing at Canton to-night and to-morrow. From there they go on to Macao, and will give their final performance in Hongkong on Friday evening next.

During the interval packets of Peter's milk chocolate were distributed to ladies in the audience, some of the packets containing coupons entitling the holders to 40 cent's worth of this chocolate on presentation of the coupons at Café Weismann.

REBELS IN WAI-CHOW PREFECTURE. Somewhat disquieting news has this day come from the Wai-chow Prefecture, where the rebels are said to be massing in great force. From what can be gathered, the rebels, despairing of successfully attacking Canton, are turning their attention to this prefecture, where many malcontents are known to dwell. The authorities have been successful in seizing a large number of arms, a hundred chests of ammunition, forty trunks packed full of revolutionary badges and several red flags with white borders. It appears that the rebels in this quarter are well supplied with funds, for the leaders have offered a reward of \$50 to every confederate who induces a new man to join the revolutionary brotherhood. The rebels would seem to be going about their recruiting business quite openly, and the prefectural officers do not appear to be able to cope with the situation. The Viceroy has dispatched three regiments to this disaffected area, but it is doubtful if this force will be adequate to stamp out the rising.

A few facts about this little-known prefecture may not be without interest. Wai-chow lies up the East River and borders the Chi-chow and Kai-yang-chow Prefectures. It is one of the largest of the divisions of Kwong Tung and its inhabitants are mostly agriculturists who have the reputation of being more than ordinarily superstitious. The prefecture is reached by junks towed by steam launches, and the journey takes nearly two days. The district has the unenviable notoriety of being honeycombed with secret societies, among which the "Sam Hop Wai," or Triad Society, is the chief. Many of the men who fall in the late rising here were natives of this district, and large numbers of them go abroad, especially to the Malay States and other countries of the south. They are mostly Hakka-speaking people and are turbulent and fond of faction fights. Many bandits and other bad characters have taken up their abode in the district, and the place bears a very unenviable reputation. It may be interesting to recall the fact that the originators of the great Tai Ping Rebellion were Hakkas.

PLAGUE. As I mentioned yesterday, plague is very rife here and the number of deaths daily is on the increase. Of course, as the authorities of this city publish no statistics, it is impossible to get at even an approximate total of those who die but there is no doubt that the coffin-shops seem to be the busiest institutions here just now. Plague is so bad in the Lim Chow and Yum Chow Prefectures that the Prefect has sent an urgent message to the Viceroy asking for a grant of several thousand taels wherewith to buy medicine to aid the poor. In Canton just now there is very much sickness, and the dull wet oppressive weather is accountable for a great deal of it.

THE YUEH-HAN RAILWAY QUESTION. Not many days ago I reported that the Peking Government has a scheme in hand for the redemption of the Yueh-Han Railway from the merchants who at present own and direct it. This scheme is meeting with much adverse comment here, for the merchants are by no means pleased with the thought that the line will be redeemed with foreign gold. A committee has been formed among the merchants and shareholders to discuss the matter, and one of the first actions of this body was to telegraph particulars of the scheme to rival Chinese living abroad. A great meeting is being arranged to take place on the 20th day of next month and the most influential residents of this city as well as the shareholders are to be invited to discuss the situation. As far as one can judge, there is likely to be serious opposition on the part of the shareholders, and the Government will have to use much diplomacy to get the matter arranged.

GAMBLING. Gambling is supposed to be now suppressed throughout the whole province, but by all accounts a great deal is still carried on in the remote towns and villages, while even in Canton itself the amount of gambling surreptitiously carried on in private houses is considerable.

PIRATES.

Two cases of piracy are reported. A junk from the far-away Lim Chow Prefecture, laden with pigs and salted eggs, had nearly got as far as Fatham on its way to Canton. Suddenly the junk was attacked by a numerous body of well-armed pirates, who soon succeeded in over-coming the junk's crew. They ran the vessel to the bank, took away all the crates of eggs and a quantity of clothing, and money, and safely made their escape, taking with them three of the boat's crew to hold for ransom. They left all the pigs on the bank. Later on the authorities were informed, but the pirates were not to be found.

The second object of interest to the pirates was the passenger junk running between Hing Tan and Canton. This vessel is a large one, and is towed by a powerful steam-launch. While passing Ko Chan Wai, where the river is somewhat narrow, the occupants of the vessel were terrified by the sound of guns, and the whistles of bullets over their heads. It was then seen that both banks contained gangs of armed men, who kept up a fusillade of the junk and launch, and ordered them to surrender. Luckily, the vessels had several well-armed guards on board, and these returned the fire of the pirates with good effect. The engineer also put the launch at full speed, and after being under fire for nearly ten minutes the junk at last got out of range. Two of the passengers were fatally shot, however, and much damage was done to the woodwork of both vessels.

RANDOM REFLECTIONS.

The event of the week, and doubtless the experience of a lifetime, was the earthquake of Monday morning. Most people reported in the morning having undergone a very unpleasant sensation, but there were a fortunate few who slept through it unmoved, and at any rate without waking. The astonishing feature of the occurrence was that so many different ideas prevailed at the time as to what was happening. Quite a number of men attributed the disturbance to a dog, and the old-fashioned fear cherished by some women about a man under the bed found a place in several brains on that occasion. Still, the experience is decidedly unpleasant, and I can understand the "jumpy" feeling which many folks who have lived in Japan frequently betray.

The effect among the Chinese was indeed extraordinary. Their first thought on becoming conscious of the movement was that the buildings which they were occupying were about to collapse, and after the many disasters from this cause which have taken place during the last year or two, it is quite easy to understand how a panic would be created among this section of the population. With striking unanimity they all made for the street, and the blowing of whistles for police assistance in the accident that was feared raised a most unusual din. All the dogs in the city seemed to participate in the chorus, and the sleepy hour, "the wee short 'oo ayont the twa!" found the city very much alive.

When we heard stories of wardrobes swaying, of beds being moved several inches, and of some of the lighter pieces of furniture doing a regular Highland fling, we doubtless began to feel that the seismic disturbance had been rather serious, and it was therefore disappointing to have the Observatory describe it as only a slightquake which lasted a few seconds. To most people the sensation seemed to last for minutes. It is too bad to have our fears and alarm belittled in this way, but the Daily Press goes one better when it reassures the public that such an occurrence is just as likely to take place in staid old Britain as in enterprising Hongkong.

Last year about this time we were crying out because of the scarcity of water. This year there is no such complaint. We feel that we are having too much. The philosophers who never worry about the weather realise that the present conditions confer a coolness which ought to be appreciated. It is difficult to believe that we are on the fringe of summer when the thermometer stands as low as it does these days.

Not often is the Legislative Council seen at such a disadvantage as it was on Thursday, when the Ordinance to amend the Food and Drugs Ordinance was under discussion. The Ordinance was designed to protect Chinese from using machine skinned condensed milk as a food for infants, but obviously enough most of the members were candid enough to admit that they knew little or nothing on the subject. It became apparent that the Government was acting on the advice of experts, and though little was said it is evident that some of the members do not quite like the position. Doubtless we shall hear more about it next meeting in view of Mr. Wilkinson's comments which appeared in Saturday's Daily Press.

I do not find that the views expressed by His Excellency the Governor last Thursday have completely "alienated the croakers." It is very generally doubted whether His Excellency's figures prove quite as much as his speech suggests. My excuse for touching upon this debatable subject is that the occasion has produced the poet, who says the effort—and especially the title—was suggested by hearing the gramophone next door grinding out that inspiring song: "There's a sun still shining in the sky."

SUNSHINE CORDA.

Perish the thought that tempts us to say.
Prosperity was nigh from day to day
Deth not returns by our Treasury make clear
We're prospering gaily from year to year?

Ton's age is larger than ever before;
And light dues are yielding considerably more;
Rent's a rising, and all things conspire
To prove Doleful Rumour a mischievous liar.

Can trade be dull and the outlook drear
While our revenue's increasing from taxation
On beer?

Sir, the tonic you need, when thus you repine
Is a strong glass or two of our highly-taxed wine!

Verse added by a doleful intruder.
May I venture a remonstrance of that curious theme
That "Things aren't always just what they seem?"
Wasn't it said by Pedagogue Squeakers:
"You can prove any dashed thing by the use of figures?"

I notice that a gentleman in Shanghai is taking the community there to task for the callousness which it displayed on the occasion of the tragedy which took place a fortnight ago when the French aviator was killed. The gruesome spectacle of a man hurtling through the air and falling with a crash almost at their feet apparently made little impression on the crowds which had assembled to witness the feats, because we are told that the races were proceeded with. Though I don't go so far as to say that this represents the general decadence which has overtaken Shanghai, I agree that the stewards who were responsible for the arrangements of the race meeting should have shown better taste than they did. The subsequent events ought to have been cancelled. How the crowd could enjoy a race after just witnessing the death of the aviator is difficult for anyone with ordinary feelings to appreciate.

It is too soon yet to have many census experiences related, but I am informed there were difficulties in many places when it came to gathering biographical details from Advertisers. Business premises and offices had their returns as well as dwelling-houses, and the man responsible for collecting the information regarding the staff had no light task. I am told of one man who interviewed the Indian wife of a man. To the query "What's your name?" was given a reply which could not be translated into English. "What's your age?" was the next effort. "Six years" was the prompt reply. It was explained that they did not wish to know "how long he had been this side," but how many years he had lived. Still the same answer was returned, and in desperation it was decided to credit him with 26 years. I notice that a Home paper tells of a Chinese in London who gave his name as "Ah Fool," but I suspect that is to be regarded as a joke.

Joking with the census is a game two can play at. I read that a tradesman at Home on receiving the papers which were distributed a few weeks ago, thought he would show some humour in his answers. One question was, "Can you both read and write?" In the blank space opposite he put down: "Have no idea. Never tried to read and write the same time." Another question was: "What is your principal calling?" To this the tradesman answered: "I jolly well wish I were a person of independent means." This was an obvious and perverse evading of the question. So the tradesman has just been tried by a police magistrate of the town on the charge of having answered the census paper "in an eccentric and irrelevant manner." He was found guilty, and ordered to pay a fine of 4s. So humorists beware!

Chinese are usually credited with a considerable share of cunning, but the rural Chinese are more primitive and more simple than many folks imagine. At the Supreme Court on Saturday a man was asked, "Did you see him dead?" The reply was, "He died by degrees: he did not die all at once." It seems hard for us to understand a life which knows no clocks, but that some quite common in rural China, as was exemplified at the Supreme Court later the same day. A witness on being asked what time the ship reached Hongkong replied that "the clocks were crowing at the time." Another was asked what time the ship left Canton, and he replied, "It is strange that you should ask me such a question. We are country people and never have clocks, you know."

RODERICK RANDOM.

LOCAL SPORT.

A "DIBS NON."

The numerous fixtures had to be postponed owing to the heavy rain which fell during Saturday morning. The second meeting of the Hongkong Gymkhana Club was put off for a week, and the intercol test match, and various tennis and bowls tournaments will be fixed for a later date.

BOXING.

PROSPECTS OF A MEETING BETWEEN STANTON AND CAPHAM.

Prospects are promising for a meeting in Hongkong between Ed Stanton, the Canadian, who has concluded a successful career in Manila, and A. J. Capham, the clever trainer of Bill Lewis, the welterweight champion of the Orient. Capham has declared his readiness to meet the Canadian and as this is the only opportunity that the latter is likely to have in the Colony of securing a match, it is hardly likely that he will fail to take it. The fight should prove an attractive and clever one. Stanton's ability has been proved, and Capham, although he has not yet had an opportunity to display his skill in the ring, has shown in various training spars with Lewis a knowledge of the art and a hardihood which stamp him as a formidable opponent. Should this fight eventuate it should prove one which will stand high on the roll of brilliant little encounters seen in the Colony, and there is little doubt that the principals will attract a crowded house.

GREAT RUBBER ESTATE.

SEVENTY THOUSAND ACRES IN SUMATRA.

The Straits Times states that negotiations have just been concluded under which the General Rubber Company of America acquires the properties of the New Asahan Tobacco Company for the purpose of planting rubber on a very extensive scale.

The General Rubber Company is the crude rubber of the vast business conducted by the United States Rubber Company, which, we believe, uses over 25 per cent. of the whole of the rubber consumed in the United States. For a considerable time experiments have been in progress to discover the extent to which plantation rubber can be substituted for Para. Col. Col. the president of the company, has taken a close interest in these experiments, and is convinced that there is great future before plantation rubber, and that in order to protect its interests as an extensive user the Company should have estates of its own where a part at least of what it requires will be produced.

The General Rubber Company already holds two concessions in Sumatra. By acquiring the New Asahan Estates it gets about 70,000 acres of land, most of which is very suitable for rubber growing. As stumps have been removed and the ground very fully cleared in other ways, and as an excellent labour force is already available the company anticipates being able to plant at least 20,000 acres planted before May, 1912, and the area will continue to be extended after that date.

It is a bold enterprise, and though the opening of such an extensive area may disturb present estate owners, what will strike most people, no doubt, is its significance as an indication of confidence in the future of plantation rubber, and more particularly of confidence in location of the great industry in the Middle East. The American Company takes every care to inquire into the possibilities of planting in Brazil before finally deciding that the Middle East offered superior advantages in the matter of labour supply and transport.

Mr. Davis, the representative of the General Rubber Company, has been here for some time, making himself familiar with local conditions, and we understand that Dr. Gallagher will act as expert adviser.

THE WORK OF THE SUPREME COURT.

The report of the Registrar of the Supreme Court was laid before the Legislative Council on Thursday. We take the following extracts from it:—

ORIGINAL JURISDICTION.
The number of Actions instituted in this division of the Court during the year 1910 was 205, and there were 379 pending at the commencement of that year as against 181 and 316 respectively in 1909. 165 were disposed of during the year, 66 being settled or withdrawn before trial, and 1 transferred to Summary Jurisdiction, leaving a balance of 419 undisposed of, as against 116, 41 and 379 respectively in 1909. The total amount involved was \$1,655,941, as against \$1,321,363 in 1909.
The debt and damages recovered amounted to \$1,385,635 as against \$531,247 in 1909. The total fees collected amounted to \$15,922, as against \$15,370 in 1909.

SUMMARY JURISDICTION.
The number of Actions instituted during the year was 1,785 and 121 were brought forward from 1909, as against 1,417 and 122 respectively in 1909. The total amount involved was \$338,774, and the debts and damages recovered amounted to \$151,290, as against \$281,047 and \$116,222 respectively in 1909.
The total amount of fees collected amounted to \$9,482 as against \$7,809 in 1909.

CRIMINAL JURISDICTION.
There were 87 cases and 122 persons committed for trial at the Criminal Sessions, as against 66 and 122 respectively in 1909.
The number of persons actually indicted was 115, of whom 68 were convicted and 27 were acquitted. Against 6 persons no indictments were filed. In 1909 the figures were respectively 73, 27 and 20.

APPELLATE JURISDICTION.
There were 3 Appeals instituted during the year, viz:—
From the decision of the Chief Justice, 3;
From the decision of the Judge of the Court,
and from the decision of the Magistrate, 2; in all, 8.

ADMIRALTY JURISDICTION.
There was no action instituted and no action tried during the year. The case that was pending since 1908 is still pending.

BANKRUPTCY JURISDICTION.
There were 36 Petitions filed, 21 being creditors' petitions, and 15 being petitions by the debtors themselves. The figures for 1909 were respectively 30, 20 and 10.

The number of receiving orders made was 23, being 15 on creditors' petitions, and 8 on debtors' petitions; 2 Administration Orders were made. The figures for 1909 were respectively 12, 7 and 6, and 1 Administration Order.

The number of Public Examinations held was 15, as against 9 in 1909.
There were 19 Adjudications and 3 Compositions. The figures in 1909 were 9 Adjudications and 1 Composition.

There were no Discharges granted as against one granted in 1909.
The aggregate amount of estimated Assets was \$733,385 and estimated Liabilities \$543,742, as against \$65,803 and \$189,155 respectively in 1909. The fees collected amounted to \$2,998 as against \$2,271 in 1909 and the Official Receiver's Commission as Trustee where no Trustee had been appointed by the Creditors to \$16,342 as against \$11,833 in 1909.

PROBATE AND ADMINISTRATION.
There were 227 Grants made by the Court being:—Probate, 88; Letters of Administration, 139; in all 227.

The figures in 1909 were respectively 90 and 120.
The aggregate value of the Estates was \$4,025,040, as against \$3,422,250 in 1909. Probate Duties amounted to \$156,970. Court Fees amounted to \$9,778 and Official Administrator's Commission to \$3,272. The figures in 1909 were respectively \$98,022, \$8,290 and \$1,154.

There were 86 Estates vested in, or administered by, the Official Administrator during the year, representing an aggregate value of \$85,000. The figures for 1909 were respectively 18 and 825,900.

35 Estates were wound up during the year, representing an aggregate value of \$25,260, as against 19 in 1909 representing \$10,310.

OFFICIAL TRUSTEES.
The total number of Trust Estates in the hands of the Official Trustees at the end of 1910 was 24 and the aggregate amount of Trust Funds \$89,698 as against 23 Estates aggregating \$88,067 in 1909, and certain house property. The amount of Commission collected was \$378 as against \$396 in 1909.

REGISTRATION OF COMPANIES.
The total number of Companies registered from the commencement of the Companies Ordinance, 1865, was 685 with an aggregate capital of \$333,397,818.

Of the 685 Companies on the Register 114 are limited, 2 were not floated, 135 were wound up and 529 in the course of being wound up, leaving 357 on the Register at the end of 1910 representing an aggregate capital of \$327,261,818. The figures in 1909 were respectively 529, 270, 240, 647, 99, 2, 132, 67, 299, and \$264,464, 647.

There were 86 Companies registered in 1910, as compared with 38 in 1909, the revenue from which was:—
Registration Fees, \$16,433 as against \$9,917 in 1909.
Filing and other Fees, 4,196 1,339
\$20,629 \$7,856

The number of Licences granted under section 4 of "The Companies (Local Registers) Ordinance, 1910" (No. 16 of 1907), enabling Companies operating outside the Colony to keep local registers of members was 154.
The fees collected in respect of such Licences amounted to \$32,874.

CHINESE FINANCIAL ADVISER.

OFFER TO A DUTCH BANKER.

The Times Peking correspondent states that by agreement among the four banks which are signatories to the currency loan, a Dutch banker, Mr. Vissering, president of the Bank of Java, has been offered a nomination as Financial Adviser to the Chinese Government. If he accepts, the United States Government will submit his name to the Chinese Government, who are certain to approve.

Mr. Vissering is the author of a work on Chinese currency, written in 1877, which shows wide knowledge of the Chinese written language.

THE PHILIPPINES IN AMERICA.

ATTITUDE OF THE PEOPLE.
(FROM "THE TIMES" SPECIAL CORRESPONDENT IN AMERICA.)

Judging from the tone of the majority of the paragraphs in the American Press, or even from the language of the accidental man whom one meets here in the clubs and at dinner-tables, one might imagine that the United States was on the point of abandoning the Philippines. As a matter of fact there is but the smallest likelihood of any such proceeding. The islands are receiving not a little public attention just now, as a result, partly, of the recent return of the Secretary of War from his Oriental trip, partly of the repeated petty incidents which have increased public uneasiness on the subject of American relations with Japan, and partly because the Committee of Insular Affairs of the House of Representatives was not so long ago at work on its investigation of the Friar Lands scandal, as it is called, a full history of which was given in The Times of November 15 last. In the general, if desultory, discussion of the subject which is now going on it is not to be least a very frank and open discussion of the islands with even a semblance of enthusiasm. The almost universal attitude is one of indifference, tinged with contempt. It is probable that if, without any action on its part, the United States could suddenly cease to be in occupation—if the whole situation could of its own accord become non-existent—the immense majority of the American people would be glad. It would be a relief not to have the Philippines, but to take the positive action, that would be necessary to surrender them is another matter.

THE ARGUMENTS AGAINST SURRENDER.
The history of the United States is one record of expansion since the days when the original 13 colonies occupied no more than the narrow strip of territory on the Atlantic coast. There are not many precedents for abandoning territory once occupied. Moreover, there was as active opposition to each successive step forward as ever there has been to the occupation or retention of the Philippines. There has always been an anti-expansionist party. But, as we look back, we see that in each case history has made heroes of the men who inspired the movement of aggrandisement and has slighted those who opposed it. At the time, men among the greatest of their day poured ridicule on the acquisition of both California and Alaska.

What could the United States profit from the arid deserts of the one or the frozen wastes of the other? But what American doubts the wisdom of the taking of the Philippines? The recognition of these things is too clear to make it possible for the people to consent to the evacuation of the Philippines. Not only this, but in the discussion of the two alternatives of retention and surrender there is a tendency to lose sight of the intermediate course. There is a growing disposition, not with any joyousness, but in a spirit of resignation, to regard the islands as a permanent possession, or, more correctly perhaps, as a permanent burden, even to be borne with such cheerful meekness as the country can muster. When President Taft expressed his opinion that it would be a long time yet before the Philippines were so far fit for self-government as to permit of the country being handed over to them, what a number of newspapers found to comment on was not the suggested length of the delay, but the fact that the President was in favour of ultimate abandonment.

One point almost everywhere emphasized, if, (as one is almost tempted to say) when the Philippines come to be finally accepted as an integral part of the territories of the United States, there will undoubtedly be a disposition in many quarters in Europe to believe that this was always the American intention, and that there never was any expectation of converting the islands into a self-governing State. Which would be an injustice. No one who was familiar with the course of events in 1898, or has been in touch with American sentiment since, can doubt that the professions of the entirely temporary character of the occupation at that time were altogether in earnest, or that the country entered on what it believed to be its "mission" in the Philippines in the loftiest spirit. It is notorious how reluctantly President McKinley himself was brought to consent to even the temporary charge of what seemed so burdensome an estate. And, conversely, if European opinion should be generous to the United States in this matter, one cannot resist expressing a pious hope that their own experience in the Philippines may make Americans believe that sometimes Great Britain also has been compelled to assume burdens of Empire both without original intent and much against her will. At present it is a universal article of belief with the masses of the people of the United States that, while each successive step in the development of their own country has been but an inevitable stage in the unfolding of a manifest and divine pre-ordained destiny, every consecutive step in the enlargement of the British Empire has been an example of an atrocious national rapacity.

THE CAUSES OF AMERICAN DIFFERENCE.
The present contemptuous indifference of the people of the United States towards the Philippines has its root in three different causes. In the first place, there are many who base their dislike of the possession of the islands on political and Constitutional grounds, holding that the United States has neither need of, nor business with, a Colonial Empire, but that to hold any people in subjection against their will is alien to the spirit of her institutions. Next, there is an even larger number of people who are frankly tired of the whole business. These are largely those who at the outset entertained the loftiest ideas of the mission of their country. Their belief was that the rapidity and completeness with which the civilizing of the Philippines would be accomplished was to be an example to the world. In the course of a few years, by mere force of inspiration, mild administration, and a few thousand school-teachers, the heterogeneous mass of Oriental peoples who live in the islands were to be converted into a self-respecting Occidental nation, and the Philippine Republic would be introduced to the world standing firmly on its feet, with a Bible under one arm and a copy of the United States Constitution under the other, as a nice, new, self-governing, self-respecting State. But the path of philosophy has been unexpectedly stony. The Philippines themselves, with their insurrections, their laziness, their incapacity as agriculturists, and their persistent clamouring for immediate independence, have been discouragingly difficult to make happy. There were mistakes also, even scandals, connected with the early administration of the islands. The Philippines have been found to be so much more backward to the work of Great Britain in the Malay States and in Egypt, with serious misgivings as to which of the two countries

is really making the better job of what it has to do, it is not surprising that high ambitions should have faded in something like weariness and disgust.

But more influential than either of these causes of indifference is the commercial sentiment. The Philippines are held to have been altogether too costly and to be a bad investment. Precisely what the Philippines have cost so far is a subject which has been much discussed, and there are those who, going back to the beginning of the Spanish War, and counting in all possible incidental expenses, make it run up into many hundreds of millions of dollars. To one who has been brought up in the school of British Imperialism there are, however, certain objections to considering any Colonial possession merely as a commercial undertaking. Still less does the financial standard seem the right one to apply to an enterprise so purely beneficent and charitable in its nature as, at least in profession and intent, the civilizing work which the United States undertook in the Philippine Islands. Flushing these considerations aside, however, one who is familiar with the islands and knows how fine a possession they are, may reasonably question, especially in view of their strategic importance to America's trade relations with the Orient, whether the initial cost of them, however high it may be put, has been too large.

THE INCREASE OF TRADE.
For the present expenditure on the islands is an item which for purposes of party politics is frequently exaggerated. There is no expense of any magnitude at present except the additional cost to the military establishment of keeping in the islands so large a proportion of the United States Army. This has officially, and apparently accurately, been set down by Mr. Taft when Secretary of War at about \$2,000,000 a year. In the year 1909 the total imports of American goods into the Philippines were less than this, amounting only to a little over \$900,000, and in no previous year had they much exceeded \$1,100,000, the largest sum being \$1,500,000 in 1905. For the fiscal year ending June 30, 1910, however, being the first year when free trade with the United States was in operation, the value of the American imports leaped to over \$2,100,000. It is hardly to be expected that the trade can go on doubling every year, but there is every probability that there will continue to be very rapid increase. And when, as will seemingly be the case in a few years, the American people see that the profits on the annual sales of American goods to the islands more than counterbalance the annual cost of them, it is likely that it will think materially better of the islands than it does to-day.

This indeed is what the Filipino leaders who champion the cause of independence chiefly apprehend. It inspired their opposition to the establishment of free trade relations, and they frankly declare their fear that, as the islands begin to be profitable to the United States and American money comes to be more and more largely invested there, all hope of independence will disappear. Unless, they say, the United States grants independence now, she will never let go. It is either immediate independence or permanent absorption. They are probably right, with the odds largely against immediate independence.

SHAKESPEARE.

SUGGESTED NUBBER BY BACON AT STRATFORD.

Dr. Owen is energetically pursuing his quest for the Shakespeare manuscripts, which he believes to have been buried in the bed of the river Wyre two and a half centuries ago. Dr. Owen, who may be classed among the world's original thinkers, has given further evidence of the fact, his latest opinion being that Shakespeare was a blackmailer, who was done to death by Bacon and Ben Jonson in a secluded lane at Stratford-on-Avon, and that his head will be found in the coals under the Wyre.

The cypher expert asserts that there are 69 boxes in all supposed to be hidden in the coals. A search has been taken in the Duke of Devon's name for these receptacles in the Chancery Lane Safe Deposit, and if they are found they will be carried thither in charge of special messengers.

The contents of the boxes, which Dr. Owen declares stand revealed in the cypher, are, as far as the special correspondent of the Daily Express at Chesham can ascertain:—

The original manuscripts in Bacon's handwriting of all the Shakespeare plays.
The original manuscripts of the works of Marlowe, Greene, and Peele, whose names Dr. Owen's cypher declares mask the writings of Bacon.

The manuscript of Spenser's "Faerie Queene," another of Bacon's works.
The manuscript of Burton's "Anatomy of Melancholy."
The manuscripts of Bacon's works which he published under his own name.

Diaries containing the history of the Court of France, to which Bacon was attached.
The original death-warrant of Mary Queen of Scots.
Important Masonic documents, the full nature of which cannot be published.

The great seal which Bacon had made for himself as King of England, bearing the words, "Franciscus Dei Gratia Anglie, Francie, Hibernie Rex, Fidei Defensor."

The proofs that Bacon was all that he claimed to be—namely, the rightful heir to the throne.

The proof of the marriage between Queen Elizabeth and the Earl of Leicester, which the title-pages of many books of the period hint at in enigmas.

The head of William Shakespeare.
This is Dr. Owen's story of how Bacon killed Shakespeare:—

William Shakespeare, who could neither read nor write, was one of the figures-heads whom Bacon used to hide his true work. It happened that Bacon wrote a letter to his publishers about the plays, which were then being published in quarto form. He gave this letter to Shakespeare to take to the publishers, but Shakespeare instead took the letter to a friend, who read it to him.

With this letter in his possession Shakespeare began a systematic blackmail of Bacon. Time passed, and Bacon was made a peer and launched on the way to prosperity, and all the time Shakespeare was importuning him.

In 1616, according to Dr. Owen and his cypher, Shakespeare's demands became so great that Bacon and his friend Ben Jonson went to Stratford-on-Avon.
There was a meeting that was stormy. Shakespeare stood to his ground and threatened to send the damning letter to King James.
If the King knew that Bacon had written plays at that period he would have stood about as much chance of promotion (says Dr. Owen) "as an icicle in the furnace, or a tailor-jogged dog chasing an asbestos cat through Hades."
The quarrel broke. Shakespeare drew his dagger and struck at Bacon. It caught in his cloak, and Bacon, whipping out his sword from its scabbard, ran it through Shakespeare's heart.
Ben Jonson and Bacon removed the head of Shakespeare and carried it away. Here the story ends.

INTIMATIONS

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Care of "Daily Press" Office.
Hongkong, 22nd May, 1911. [736]

THEATRE ROYAL.
SPECIAL NOTICE.

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WILL GIVE A

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Hongkong, 22nd May, 1911. [737]

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L. M. DOS REMEDIOS.
Macao, 17th May, 1911. [716]

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Hongkong, 20th May, 1911. [730]

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GARRELS, BORNHOLD & Co.,
Shanghai, Hongkong, Hankow.
Hongkong, 12th May, 1911. [699]

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Hongkong, 19th May, 1911. [727]

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Hongkong, 1st May, 1911. [116]

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Hongkong, 14th February, 1911. [543]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
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Hongkong, 24th January, 1911. [12]

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 17th May, 1911. [720]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 28th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "Deli" from Medan.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co., General Agents.

Hongkong, 17th May, 1911. [5]

SWEDISH EAST ASIATIC CO. LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JOSEF WILK & CO., CHINA AGENCIES

AKTIEBOLAG, Agents.

Hongkong, 17th May, 1911. [785]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

Consignees for Cargo ex s.s. "GEBEN" (having sustained General Average), are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co., General Agents.

Hongkong, 18th May, 1911. [723]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"NECKAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 28th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co., General Agents.

Hongkong, 17th May, 1911. [5]



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & Co.,

and from ALL WINE MERCHANTS.

[56]



WHITELEYS THE LARGEST STORE IN THE WORLD

HIGH QUALITY, MODERATE PRICES, PROMPT ATTENTION

WM. WHITELEY, LTD

UNIVERSAL PROVIDERS

LONDON, W.

APENTA

Natural Aperient Water

For use by

THE BILIOUS,

THE GOUTY,

THE CONSTIPATED,

and

THE OBESE.

DOSB:—A Wineglassful before

Breakfast.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GRIENAU,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

Consignees for Cargo ex s.s. "GEBEN" (having sustained General Average), are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co., General Agents.

Hongkong, 16th May, 1911. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. Co.'s Steamer

"LOONA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 19th May, 1911. [1]

LATE TELEGRAPHIC NEWS.

[FROM SOUTHERN PAPERS]

THE HOUNDSDITCH SENSATION.

London, May 1st.
The trial of the Houndsditch prisoners, Peters, Dubois, and the woman Vassilova, began at the Old Bailey to-day.

At the suggestion of the Judge, Mr. Justice Grantham, the charge of murder was dropped. The prosecution therefore restricted the charges to being accessories after the fact.

NORTH-EAST AMERICAN TOWN DESTROYED BY FIRE.

London, May 1st.
A great part of the town of Bangor, in the State of Maine, has been destroyed by fire, despite the dynamiting of numerous buildings. Many hundreds of people are homeless, though only three lives were lost. The damage has been estimated at six million dollars.

NEW METHOD OF APPOINTING J.P.'S.

London, May 1st.
The question of the appointment of Justices of the Peace, in connection with which Lord Loreburn's selections have been warmly criticised by the Radicals, was definitely raised in the House of Commons to-day, when Mr. Asquith, replying to a series of questions, explained that the Royal Commission recommended the appointment of County Advisory Committees, of which 36 had already been appointed, and there would eventually be 67. The Lord Chancellor would see that all the Committees were properly constituted and representative. (Ironical Ministerial laughter.) The Lord Chancellor had written to him stating that he would certainly adhere to the principles which he had hitherto followed, availing himself of the assistance of the Advisory Committees.

Mr. Asquith deprecated a discussion at present, which would throw no light on the subject in the absence of evidence of the results of the new machinery.

THE ANTI-GREEK BOYCOTT IN TURKEY.

Constantinople, May 2nd.
The British and Russian Embassies have made representations to the Porte concerning the injury suffered by subjects of their respective countries in consequence of the anti-Greek boycott.

BRITISH GUNS FOR TURKEY.

Constantinople, May 2nd.
The Artillery Commission has returned from visiting gun foundries in England, France, and Germany for the purpose of leading the type of artillery for the new battleships. It is understood that the Commission has reported unanimously in favour of Armstrong's and Vickers' guns as immeasurably superior to continental guns.

BRITISH RAILWAYS.

London, May 2nd.
The Report of the Board of Trade Committee on Railway Agreements and Amalgamations accepts co-operation and the more complete elimination of competition as inevitable. The Committee believes that it will be beneficial if properly safeguarded.

The report further says that the public cannot be protected by the special sanctioning of agreements, but by general legislation dealing with co-operation, whether the result of formal agreements or not.

A NAVAL SCHEDULE FAILS.

London, May 3rd.
The papers state that the Admiralty scheme for the establishment of a reserve of 500 trained fishermen at Grimsby for a fleet of mixed sweeping trawlers for special war service has been a failure. Hitherto, it is stated, only eleven fishermen have enrolled.

THE ONE THOUSAND GUINEAS RACE.

London, April 28th.
Hair Trigger, who was favourite at 6 to 5 against, jumped off smartly, but was beaten at the Bushes. Radiance led slightly, reaching home from Knockferna, Almah, and Saspel, Almah winning a fine race by a short head, two lengths between second and third.

ARBITRATION BETWEEN GREAT BRITAIN AND THE UNITED STATES.

London, April 28th.—
At the meeting at the Guildhall, Mr. Asquith said that a compact for the liberation of war would be a most signal victory of reason. Such a compact had no ulterior political purposes, and did not contain a message of menace against any part of mankind. It was not an Alliance, defensive or aggressive. While it was not for them to dictate or preach to other nations, he was sure that an Anglo-American agreement to renounce war would be a step of immeasurable and incomparable significance in the progress of humanity.

Mr. Balfour said it was true that to make International Law too far in advance of public opinion would be folly, but he believed that the mass of all classes in Great Britain and America favoured arbitration.

GREAT BRITAIN AND GERMANY.

London, April 28th.
Lord Loreburn, presiding at a meeting of the Anglo-German Friendship Committee at Westminster, said that one of our first duties and interests was to attain a cordial understanding with Germany, with a view to closer friendship.

THE AUSTRALIAN REFERENDUM RELATING TO THE CONSTITUTION.
Melbourne, April 28th.

Regarding the adverse result of the Referendum, the Labourites lament that provincialism has over-riden larger Federal interests, and complain of the Opposition using large funds and profiting by the support of the big newspapers.

On the other hand the Opposition rejoices at the peoples' utter disapproval of wild and unlimited schemes, and the overbearing methods of the Labourites and Socialists, with the result, they say, that renewed confidence will be imparted to industrial life and the Commonwealth will be able to benefit by its present splendid prosperity.

LORD KITCHENER'S FUTURE APPOINTMENT.
Calcutta, May 1st.

A special cable to the Indian Daily News says that it has practically been arranged that Lord Kitchener will be appointed to a very high office after the Coronation. The cable suggests that either a revival of the Commander-in-Chiefship is contemplated, or that Lord Kitchener is to become Secretary of State for War.

QUEEN MARY AND THE NEW FASHIONS.
Calcutta, May 1st.

A cable to the Indian Daily News states that the Court Circular announces that ladies will not be permitted to wear the prevailing tight dresses at Court.

AMERICAN EXCURSION TRAIN DERAILLED.
London, May 1st.

Eleven persons have been killed through the derailing of an excursion train at Martin's Creek on the Pennsylvania railroad.

THE GOLD COAST HINTERLAND EXPEDITION.

London, May 1st.
The Gold Coast expedition to the Sapari Hills has been brought to a successful conclusion. The natives surrendered after several weeks' fighting. The casualties are slight, though the natives used poisoned arrows.

The expedition, consisting of eight British officers and 500 men, went to punish a refractory tribe in the Sapari Hills.

MR. LLOYD GEORGE'S INSURANCE SCHEMES.

London, May 4th.
In the House of Commons Mr. Lloyd George, when introducing his elaborate scheme of insurance against invalidity, sickness, and unemployment, said he estimated that there would be 13,000,000 compulsory and 1,600,000 voluntary contributors who would enjoy sick allowances and free doctoring, while the State would give the local authorities for hospitals £1,500,000 down and a million yearly for consumptive sanatoria. He anticipated that the insurance fund would eventually yield a surplus, enabling the Government to grant old-age pensions at sixty-five years of age.

Regarding unemployment, Mr. Lloyd George said he proposed to deal only with the engineering and building trades. He proposed that workmen and employers should be compelled to pay 2d. each weekly, and that the State should bear one-fourth of the total cost, the payment of benefits not to be made to those who were unemployed through misconduct, strikes, or lockout. The scheme affected 2,400,000 men.

Mr. Austin Chamberlain supported the scheme.

Later.
An unexpected feature, which is generally commended, is a 30s. benefit in maternity cases, which is conditional upon women workers not returning to work within a month.

A NOBLEMAN DROWNED.

Calcutta, May 5th.
Count Emmanuel De Hepthine has been drowned at Bhame. He was touring the world in the company of some friends.

RUBBER COMPANIES.

THE STRAITS RUBBER COMPANY.
The report of the Company for the year 1910 states that the area under rubber has been increased by 185 acres on Godav Estate, and 142 acres on Nova Scotia estate. The total crop of rubber harvested in 1910 amounted to 402,621 lb. After deducting freight, insurance, landing, and all sale charges, the average net price realized for the rubber was 6s. 4.98d per lb. The cost of production f.o.b. was just over 1s. 10d per lb. of rubber. The crops for 1911 is estimated by the manager at 556,646 lb., and as the quantity harvested for the first three months was 167,627 lb., there is good reason to hope that the official estimate will be considerably exceeded. After writing off the whole of the preliminary expenses, and reserving £250 for income-tax, the profit amounts to £83,470. The directors recommend a final dividend of 16d per cent (making 24d per cent for the year), and carry forward £2,123.

SUNGEI KAPAR RUBBER CO.
The annual report states that, including the balance of £6,335 brought forward, there is a profit of £11,596. The directors recommend that £500 be carried to reserve fund, and that a dividend of 40s. per share, making 55d per cent for the year, leaving a balance of £4,806 to be carried forward. The output of rubber amounted to 224,781 lb., for which an average price of 6s. 9.31d. per lb. was obtained. The estimated crop for the current year is 300,000 lb. There was an outbreak of cholera in July, 1910, which, however, was promptly stamped out. Last year a dividend of 32d per cent was paid.

CONSOLIDATED MALAY RUBBER. Estates did very well last year to pay 100 per cent to its shareholders, that comparing with a distribution of 80 per cent for 1909. Including the amount brought in, the net profit for the year is £78,412, and besides paying the dividend already mentioned, £5,000 is placed to general reserve, £20,000 written off development account, and £2,000 off buildings and machinery, leaving a balance to be carried forward, subject to directors' percentage of 40s. per share, making 55d per cent for 1910 was 360,000 lb. of rubber, and the amount secured was 341,461 lb., obtained from 92,225 trees, of which a large proportion only came into tapping during the year. The average price obtained was 6s. 2.45d. per lb., after deducting all charges. The labour question still gives considerable anxiety, and, in common with all other employers, the company have had to increase the rate of wages, and the board add that as time goes on it may be expected that the rate of pay will be still higher. At the extraordinary general meeting, which is convened to follow the annual general meeting, the shareholders will be asked to consent to the balance of the unissued capital, namely, 12,993 £1 shares, being divided into 129,930 shares of 2s. each. This course is necessary to enable the directors to complete the purchase of Tallooh and Constantia Estates, which are to be paid for by £930 fully-paid 2s. shares.

REMBIA RUBBER CAPITAL.
Shareholders in the Rembia Rubber Estates have been informed by circular that, according to a report dated April 20, from Mr. H. M. Darby, practically the whole area of the estates (1,600 acres) will shortly be opened up in rubber, as compared with 738 acres when the company took possession. Up to the end of September last, the number of rubber trees on the estates has been increased by new plantings from 100,500 to 163,600, and on the 355 acres now being opened up the trees are being planted at the rate of 110 per acre. The directors are of opinion that the value of the estates has been greatly increased, and they believe that Mr. Darby's increased estimates of the yield of rubber will be realised. This result, however, cannot be attained without a larger expenditure of capital than was originally anticipated. It is added that in order to continue the efficient working of the estates, and to realise the augmented returns anticipated, it is necessary to place further capital at their disposal, and they recommend an increase of 20,000 Preference shares (Six per Cent. Cumulative and Participating) of £1 each, to carry the same rights and ranking in all respects *pari passu* with the existing Preference shares. These shares will be offered at 22s. 6d. per share, in the first instance only, to the shareholders and the holders of the balance of the call options of Preference shares in proportion to their interests.

SELF CURE NO FICTION! NO DIFFERENCE NEED NOW DEPAIR. THE NEW FRENCH REMEDY. THERAPION No. 1

In a remarkably short time, often a few days only, Cures Rheumatism, Gout, Sciatica, Neuralgia, Gravel, Catarrhs, etc., when medicinal treatment fails.

THERAPION No. 2
Cures blood poison, bad legs, ulcers, sores, painful swellings, etc., when medicinal treatment fails.

THERAPION No. 3
Cures chronic weakness, loss of vigor and vital force, restores vitality, and builds up the system.

Directions enclosed, or sent free by mail from The French Medicine Co., Harrogate Rd., Harrogate, Leeds, Eng. Try New French Remedies.

Form of Therapion easy to take, safe, lasting cure. The French Medicine Co., Harrogate Rd., Harrogate, Leeds, Eng. Try New French Remedies.

British-Godt. Stamp on every genuine packet.

* THERAPION * CURES TO STAY CURED.

Victor Records
Two records in one
Some one in your home prefers vocal music. You'd rather have instrumental. You can both be suited with a Victor Double-faced Record. Two records in one almost at the price of one—10-inch, 75 cents; 12-inch, \$1.25.

ROBINSON'S

BENGER'S FOOD
FOR INFANTS, INVALIDS AND THE AGED.
A food of great nutritive value, which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. Benger's Food forms with milk, a dainty, delicious and highly nutritive cream, entirely free from rough and indigestible particles. "The Lancet" describes it as "Mr. Benger's admirable preparation."

Benger's Food is sold in this by Druggists, etc., everywhere.

DINNEFORD'S MAGNESIA
The Physician's Cure for Gout, Rheumatic Gout and Gravel. Safest and most Effective Aperient for Regular use. The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

COLEMAN'S WINCARNIS.
THE GREATEST TONIC IN THE WORLD.
WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY
Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai [402]

SANTAL MIDY
These tiny Capsules—superior to Copalba, Cubebs, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name. Paris, 8, rue Vivienne. Sold by all Chemists.

As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS
THORNE'S OLD VAT
This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.
SOLE AGENTS IN HONGKONG, CHINA & MANILA
A. S. WATSON & Co., LTD.
[555]

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY

GRAND LODGE OF FREEMASONS.

ADDRESS TO THE DUKE OF CONNAUGHT.

The seating capacity of the Royal Albert Hall was taxed to its utmost capacity last night on the occasion of the festival of the United Grand Lodge of Freemasons of England. The large gathering, which is representative of the Freemasons throughout England, had been arranged for the purpose of presenting an address to the Grand Master (the Duke of Connaught) congratulating his Royal Highness on his successful mission to South Africa and on his appointment as Governor-General of Canada. Acting on medical advice, however, the Grand Master was not able to be present, as he had been obliged to cancel all his engagements during the remainder of the month. In his absence the Pro-Grand Master, Lord Amptill, presided, and he was supported by the Deputy Grand Master (Mr. T. F. Halsey), the Provincial Grand Master of the Argentine, the Provincial Grand Master of Queensland, Auckland, and the Eastern Archipelago, and a large number of Past Grand Officers. The first two rows of the vast platform were occupied by the Provincial Grand Masters, and behind were massed the Past Grand Officers. These and the brethren in order parts of the hall wore their regalia, and the effect was very striking. The meeting was one of the most memorable that has ever been held in the Royal Albert Hall, and will rank as one of the largest that has been organised in the annals of English Freemasonry. The Pro-Grand Master in opening the proceedings said they had to bear a great disappointment, for the whole purpose of that great assembly had been in vain. That purpose was to assure their beloved Grand Master in person of their loyal devotion and fraternal affection, and also to hear from his own lips how he regarded their sentiments. It was to that end alone that they left their own homes, and came to that spacious building in order that their gathering, in numbers and in representative character, might be worthy of the occasion of voting a compliment to the Grand Master and of furnishing a striking demonstration of the power, unity, and loyalty of the craft. (Cheers) But they had been disappointed in the hope, which many of them had long cherished, of bringing about so desirable and memorable a festival gathering by circumstances which none of them could have foreseen and by causes which no human being could control. But the Grand Master's disappointment was greater than theirs. They could realize what this disappointment meant to one like the Grand Master, whose whole life from childhood had been consecrated to public duty. (Cheers) The Pro-Grand Master then read a letter addressed to himself from his Royal Highness setting forth that at the pressing instance of his medical adviser he was reluctantly obliged to give up the hope of fulfilling the only engagement which he had not cancelled some time before. "It is, I assure you, a great disappointment to me, as I know it will be to all the Masons whom I was looking forward to meeting in such large numbers," wrote the Grand Master. "My doctor insisted on cancelling all engagements this month, and I was obliged to follow his orders." His Royal Highness, the Pro-Grand Master continued, had consented to receive a deputation. He proposed that a deputation be appointed to wait upon the Grand Master when he was well enough to receive it, in order to present the address which had been prepared. He suggested that the deputation should consist of the Deputy Grand Master, the Grand Wardens of the year, the Grand Secretary, the Grand Registrar, the Grand Director of Ceremonies, and himself. (Cheers)

THE DUKE'S SERVICES TO THE EMPIRE.

The Grand Secretary (Sir E. Lettich) read the address, which set forth that the members of Grand Lodge and the brethren of the craft begged his Royal Highness to accept their fraternal congratulations on the memorable success which had attended his discharge of the important duties in South Africa entrusted to him by the King and the great services he had thereby rendered to the Empire. (Cheers) They recognised with pride and joy that his Royal Highness had discharged these important duties not only with prudence, patience, and firmness, but also with public spirit, ardent and disinterested love of truth, serenity of temper, and benevolence of heart which well accorded with the purest tenets of the craft. The address also expressed the feeling of lively satisfaction with which they had heard that it was the wish of the King that his Royal Highness should undertake the arduous duties of Governor-General of the Dominion of Canada. (Applause) The welfare of that Dominion was very dear to them, and they felt sure that his Royal Highness would govern that when he ceased to hold that high office the people of the Dominion, however much they might differ in race, manners, language, or religion, would unite in cherishing with gratitude the memory of his wise, upright, and benevolent administration. The Pro-Grand Master formally moved that the address be presented to the Grand Master by a deputation. The Deputy Grand Master seconded, and the resolution was carried. Lord Amptill then appointed and invested the Grand Officers for the year. He himself was reappointed Pro-Grand Master; Mr. T. F. Halsey, Deputy Grand Master; Mr. E. Lettich, Grand Secretary; Mr. T. Griffiths, Grand Treasurer; Lieutenant-Colonel the Hon. George E. Henslow, Grand Warden; Mr. W. C. Strong, Grand Junior Warden; the Bishop of Southampton, and Canon Barnard, Chaplains. Masonic honours were subsequently conferred on a number of brethren.

LATEST STEAMER MOVEMENTS.

The M. M. str. *Tunkin*, with French Mail, of the 22nd April, left Saigon on the 19th inst., at 6 a.m., and is expected to arrive here this morning, and will most likely leave for Shanghai and Japan on the same afternoon. The P. & O. S. N. Co.'s str. *Delhi* left Singapore for this port on the 20th inst., at 1 p.m., with the outward English Mails, and is due here on the 25th inst., at about 5 a.m. The P. & O. S. N. Co.'s str. *Nadia* is expected to arrive at Penang on the 24th inst., at 6 a.m. The S. S. str. *Montevideo*, which left here on the 18th ult., arrived at New York on the 18th inst. The I.G.M. str. *Gneissau*, which left here on the 16th inst., at 7 p.m., arrived at Shanghai on the 20th inst., at 3 a.m.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 28th March, 1911.

WEATHER REPORT.

On the 21st at 11.55 a.m.—The barometer has fallen considerably over S. Japan and the Loochoos, and risen moderately to slightly at the continental stations. The depression lying over Manchuria yesterday appears to have moved away to the North-east.

A depression, formed in the "low" area lying over S. China, has moved into the Eastern Sea. The high pressure area is lying over the Pacific to the East of Japan. Moderate variable winds are indicated over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.37 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood: (*). Variable winds, moderate.

Formosa Channel: South coast of China between Sams No. 1, South coast of China between S.E. winds, fresh Hongkong and Hainan: (*). Moderate. S.W. and variable winds, moderate; fair at first, showery later.

CANADA'S CHOICE.

THE UNION JACK OR THE STARS AND STRIPES?

President Taft's declaration, in New York on the 27th ult., that there is no danger of the United States annexing Canada, if the reciprocity agreement is ratified, was denied in the Federal House of Representatives the following day by Mr. Price, a member of Congress from Illinois. He said: "I do not agree with President Taft's assertion that annexation talk is all bosh. What is the history of the American people? We might as well be frank and honest. Americans went into Texas, Americanised it, and annexed it. We went into Hawaii with the same result. 'If bright young men go by hundreds and thousands from our northern States into Canada, what do you think will be the effect? Have I not the right to say that it is the first step towards annexation? Has not Canada the right to believe it?'"

Mr. Champ Clark, the Speaker, said that he was in favour of taking Canada as a part of the United States. This was the first step towards annexation. He is a plain, blunt, honest man, whom I admire for his frankness. He never denied that statement.

"I say to my neighbours on the north, 'Be not deceived. When we go into a country and get control of it we take it. It is our history, and it is right that we should take it if we want it, and you might as well understand that.'"

Speaker Clark has said so. The party behind him has said so. They are in control."

THE INDIARUBBER CRISIS IN PARA.

PRESENT POSITION.

The Times of the 27th ult. says:—During the past two or three weeks we have been publishing a series of cablegrams from our Correspondent at Rio de Janeiro as to the rubber crisis in Brazil. The messages have shown that in view of the apparent unwillingness of the Bank of Brazil to extend the financial facilities which it has been affording to the syndicate, or ring, of merchants, to enable them to withhold the material from the market and thus maintain prices, the States of Para and Amazonas have been endeavouring to form another bank to support the operations. Yesterday's cablegram showed that the merchants, impatient under the burden of rubber they are carrying, had appealed to the State of Para for relief, and that the State, admitting its inability to do more, holds out some hope of assistance from the Federal Government, and has called a special Session of its Legislature.

THE SYNDICATE AND THE SHORT SUPPLY.

The present Para rubber "ring" or syndicate has for some time been keenly watched by those interested in the trade. Its operations, though partially known, are cloaked with much obscurity. The syndicate exists in Brazil for the purpose of collecting and storing crops while waiting for an opportunity of controlling the market. Such an opportunity seemed to be at hand, owing to the shortage of the rubber crop in Brazil, a circumstance which, of course, makes it easier to buy up supplies and so assist market manipulation.

This shortage is due to the early rising this year of the River Amazon, and it is expected that there will be a reduction of from 10 per cent. to 20 per cent. the amount of rubber sent to Para for the rubber year ending June 30 next. The actual decrease of receipts at Para from July 1, 1910, to March 31 last was 2,875 tons, while the receipts for March alone were 3,530 tons, against 5,210 tons for the corresponding month last year. The amount up to April 27 is 3,070 tons, or about 3,170 tons for the whole month, as against 3,600 for April, 1910, while the shortage will probably be accentuated in May and June. At present the stocks at Para are 4,650 tons, of which 2,870 tons are owned by the syndicate. Large stocks are also held by the syndicate in Liverpool, where the visible supply on March 31 last year was 749 tons, as against 4,437 tons this year, a good deal of which latter amount is subject to the syndicate's operations.

The "ring" works in Brazil by means of an advance system of payment given to the natives by the large merchants who, with other financiers, have formed this organisation. The natives take six months collecting the crop, which is sent down by the overcoats at intervals. The whole arrangement has been more or less backed by the Bank of Brazil, in so much as advances are made to the syndicate in the ordinary way.

REPORTED SUPPORT FROM LONDON.

There has been continuous rumours as to the Bank of Brazil refusing to make any further advances to the group of financiers. This seems to have taken place recently to such an extent that the syndicate has been compelled to allow some 300 to 400 tons of rubber to pass through, a fact which accounts for the fall in last week's prices. The bank is, however, so interested in the operations which it has backed for such a long time that, though making no fresh advances, it is now continuing those already made. Some solution of the present difficulty is sought in the report that large London financiers are organising a loan of £5,000,000 to the Government of Para and Amazonas, some £4,000,000 of which is intended for rubber operations, the loan being, as stated in *The Times* of the 24th inst., for the purpose of commencing a new bank, the capital being guaranteed by the Governments of Para and Amazonas, which will make loans against rubber.

Manufacturers generally have been somewhat disgusted by the syndicate's tactics, and have been buying freely from the Mid-East. Some of the syndicate's stock is known to have been purchased at from 5s. to 6s. per lb., and the market opinion generally is that it will be released at some 7s. to 8s. per lb. The intention is certainly to release the stock before October, when the new crop comes in. The actual date, however, is generally thought to be about August, when the supply will be gradually marketed.

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The Leading Brand in

ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

SHIPPING IN PORT.

STEAMERS.

AWA MARU, Japanese str., 3,911, Iriomae, 14th May—Seattle, 11th April, General—Nippon Yusen Kaisha.
BLOMPOUNTSIN, British str., 1,958, J. B. Fathson, 6th May—Singapore 30th April, General—Shewan, Thomas & Co.
CARTON, Swedish str., 2,180, J. M. Reustrom, 17th May—Gottumburg and Antwerp 27th May, General—Olof Wijk & Co.
CATHERINE APOLAR, British str., 1,730, L. C. Townsend, 18th May—Singapore 12th May, General—David Sassoon & Co.
CROCHING, German str., 1,021, F. Bruhn, 17th May—Bangkok 10th May, Kios—Butterfield & Swire.
DEUFAN, Norwegian str., 1,102, Anonson, 18th May—Bangkok and Swatow 13th May, Kios—Butterfield & Swire.
ELAT, British str., 2,571, Milner, 12th May—Shanghai 6th May, Ballast—Asiatic Petroleum Co.
FEL, Norwegian str., 860, N. G. Anders, 19th May—Daly and Newchwang 13th May, Bean and Bean oil—Aagaard, Thorson & Co.
HANGSANG, British str., 1,356, S. Wilde, 19th May—Shanghai 14th May, General—Jardine, Matheson & Co.
HONGKONG, French str., 739, A. Cornalissen, 16th May—Haiphong 14th May, General—A. R. Marty.
ISIDORE PONS, American str., 1,027, F. Xandoro, 7th May—Manila 3rd May, Barretto—Order.
KEONGWAI, German str., 1,115, J. Kihler, 7th May—Singapore 1st May—Butterfield & Swire.
KORBA, American str., 5,651, J. W. Saunders, 19th May—San Francisco 18th April, Mails and General—P. M. S. S. Co.
KWANGLEE, Chinese str., 1,468, Pratt, 16th May—Shanghai 12th May, General—C. M. S. N. Co.
LINAN, British str., 1,350, C. C. Williams, 15th May—Shanghai 12th May, General—Butterfield & Swire.
LYREMOON, German str., 1,838, v. Pilgrim, 12th May—Saigon 9th May, Rice and General—Hamburg-Amerika Linie.
MSEAP, British str., 1,490, E. W. Hall, 5th May—Bamangan and Singapore 29th April, Sugar—Chinese.
NINGCHOW, British str., 1,336, H. C. Allen, 16th May—Kuchinotzu—12th May, Flour and Lumber—Butterfield & Swire.
PANAMA MARU, Japanese str., 1,234, R. Mote, 18th May—Shanghai 15th May, General—Oskaka Shosen Kaisha.
RAJAHARI, German str., 1,189, Oltmanns, 18th May—Bangkok 10th May, Rice—Butterfield & Swire.
RAJAH, German str., 1,275, H. C. Behen, 11th May—Bangkok 4th May, Rice and Teakwood—Butterfield & Swire.
RYGJA, Norwegian str., 3,459, E. Meyer, 4th May—Portland and Moji 28th April, Flour and Coal—Portland & Asiatic S.S. Co.
SAINT KILDA, British str., 2,459, John Lewis, 10th May—Barry 25th March, Coal—Order.
SELENA, British str., 3,127, Stratton, 1st May—San Francisco, Kerosene Oil—Asiatic Petroleum Co.
SIBIR, Russian str., 2,179, Levonias, 10th May—Moji 4th May, Coal—Bradley & Co.
SULTAN VAN LANGKAT, Dutch str., 2,293, Lagray, 3rd May—Singapore 27th April, Kerosene Oil—Asiatic Petroleum Co.
TAMUJI, British str., 919, H. T. Howart, 18th May—Swatow 17th May, Ballast—Butterfield & Swire.
TEAN, British str., 1,345, A. W. Osterbridge, 19th May—Manila 16th May, General—Butterfield & Swire.
TELEMACUS, British str., 1,350, Fraser, 15th May—Saigon 11th May, Rice and General—Vo Fat Sing.
TJIMAH, Dutch str., 4,500, J. P. Scholtes, 13th May—Manassar 6th May, Coal—Java-China-Japan Lijn.
VESTFOLD, Norwegian str., 1,172, Borthelsen, 3rd May—Bangkok via Hallow 24th April, Rice—China-Siam S. N. Co. Ltd.
YERINO MARU, Japanese str., 2,650, T. Burrag, 17th May—Kobe 7th May, Coal—Oskaka Shosen Kaisha.

SAILING VESSEL.

COLPERS, British 4-masted barque, 2,996, Jame White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAPAN	First half of May	JAVA	First half of May
TJIMAH...	JAVA	First half of May	JAPAN	Second half of May
TJIPANAS...	JAPAN	Second half of May	JAVA	Second half of May
TJIKINI...	JAVA	Second half of May	JAPAN	Second half of May
TJILIWONG...	SHANGHAI	First half of June	JAVA	First half of June
TJITAREM...	JAVA	First half of June	SHANGHAI	First half of June
TJITATJAP...	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

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Hongkong, 1st May, 1911.

THE BANK LINE, LIMITED.

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Steamers	Tons	Captain	To Sail on or About
KUMERIC	6,252	G. B. McGill	6th June.
LUCERIC	6,400	J. Mathie	30th June.

* Not Calling at Shanghai.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all overseas Common Ports in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

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THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

FROM HONGKONG:	FROM COLOMBO:
27th May.	S.S. ELLERIE ... 12th June.
24th June	S.S. TYMERIC ... 12th July.

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Hongkong, 1st May, 1911.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NIPPON"	On 15th June.

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OLOF WIJK & CO., CHINA AGENTS, AKTIEBOLAG.
YORK BUILDINGS, TOP FLOOR.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

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Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

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Mr. J. I. Andrew
Mr. H. Bernardin
Mrs. Botha & maid
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Mrs. Brandegee
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Mr. G. Camborff
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SHIPPING

ARRIVALS.

ANGHIN, German str., 1,005, Otr. Kumpel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.

BORNHO, German str., 1,344, F. Sombill, 20th May—Saidan 16th May, Timber and General—Melchers & Co.

CANTON MARU, Japanese str., 3,142, F. L. Payne, 21st May—Bombay 5th May, General—Nippon Yusen Kaisha.

CHINHA, British str., 20th May—Canton, General—Osaka Shosen Kaisha.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 20th May—Saidan 19th May, General—Osaka Shosen Kaisha.

CLARA JESSEN, German str., 1,132, H. Ipland, 19th May—Palo Alto, General—Johsen & Co.

DEWENT, British str., 1,560, J. Jenkins, 20th May—Swatow 19th May, General—Man Fat & Co.

FERNANDEZ HERMANOS, American str., 461, E. Sison, 20th May—Manila 16th May, Sugar.

HAIYANG, British str., 1,362, A. E. Hodgins, 21st May—Foshow via Swatow 19th May, General—Douglas, LaPraik & Co.

JASON, British str., 4,800, Stearns, 20th May—Shanghai 17th May, General—Butterfield & Swire.

KOVLOON, German str., 1,459, E. Anders, 21st May—Hankow 10th May, Ground nuts and Rice—Hamburg America Linie.

KUMERIO, British str., 6,232, G. B. McGill, 20th May—Shanghai 16th May, General—The Bank Line.

KWANGHAI, Chinese str., 20th—Canton.

MATHILDE, German str., 831, Chr. Uldorp, 21st May—Haiphong and Hoihow 20th May, Rice and General—Johsen & Co.

SEANG CHON, British str., 3,714, W. T. Larkins, 20th May—Singapore 15th May, General—Seang.

SI-KIANG, French str., 641, E. de Catalano, 21st May—Haiphong 19th May, General—Messageries Maritimes.

DEPARTURES.
—20th May.

EXPRESS OF JAPAN, Brit. str., for Vancouver.

FRI, Norwegian str., for Canton.

GEMANIA, German str., for Sydney.

GREGORY APCAR, British str., for Singapore.

HONGKONG, British str., for Amoy.

HUNAN, British str., for Hongkong.

LOOKSANG, British str., for Manila.

LOVAT, British str., for Shanghai.

POONA, British str., for Yokohama.

PRINCE SCOTCHMAN, German str., for Australia.

TIBODAS, Dutch str., for Batavia.

ZAVIRO, American str., for Manila.

21st May.

CHINHA, British str., for Shanghai.

CHIPPING, British str., for Swatow.

CLARA JESSEN, German str., for Canton.

DAIJI MARU, Japanese str., for Swatow.

DAIJI MARU, Japanese str., for Shikishima.

DEWENT, British str., for Saigon.

HAIMON, British str., for Swatow.

HOCHOW, German str., for Swatow.

JOUANNE, British str., for Manila.

KUMERIO, British str., for Manila.

SEANG CHON, British str., for Amoy.

SHIPPING REPORTS.
The British str. Seang Chon reports: Light variable winds, moderate sea, squally generally.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.E.K. str. Nippon Maru left Yokohama on the 15th instant for Hongkong.
The P.M.S.S. Co. str. Siberia sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 30th inst.
The P.M.S.S. Co. str. China sailed from San Francisco on the 10th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.
The P.M.S.S. Co. str. Manchuria sailed from San Francisco on the 16th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

THE AUSTRALIAN MAIL.
The I.G.M. str. Coblenz left Sydney on the 6th instant, at midnight, and may be expected here on or about the 29th inst.
The E. & A. str. Adelaide left Sydney on the 13th inst. for this port (via Queensland Ports, Timor and Manila).
The N.Y.K. str. Nippon Maru (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

THE CANADIAN MAIL.
The C.P.R. Co. str. Empress of China, left Vancouver, B.C. for Hongkong (via usual ports of call) on the 12th inst. a.m.

THE INDIAN MAIL.
The Indo-China str. Fookang from Calcutta and the Straits left Singapore for this port on the 18th inst., and is due here on or about the 24th inst.

MERCHANT STEAMERS.
The Barber Line str. Suruga left New York on the 29th ultimo, and is therefore due here to-day.
The N.Y.K. str. Nippon Maru (European Line) left Shanghai for this port on the 19th inst., and is expected here to-day.
The N.Y.K. str. Hitachi Maru (European Line) left Singapore for this port on the 19th inst., and is expected here on the 24th inst.
The "Ben" Line str. Benito left Leith, Antwerp and London, left Singapore on the 18th inst. for this port.
The Mogul Line str. Pathan left United Kingdom on the 12th March for Hongkong via Straits.
The Mogul Line str. Sikh left United Kingdom on the 6th inst. for Hongkong via the Straits.
The O.S.K. str. Seattle Maru left Tacoma for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about 5th prox.
The str. Intrepid left London on the 22nd ultimo, and is therefore due here on or about the 16th prox.
The T.E.K. str. Kyo Maru left Valparaiso on the 11th inst. for Hongkong.

STEAMERS PASSED THE CANAL.

April 21st—Antenor, Canton, Konang Si, Poon.
25th—Soya Maru, Christian, Nobe.
28th—Suruga, Tonkin, May 2nd—Achilles, Denbighshire, Nobe, 5th—Nivola, Siam, Slavonia, Buffalo, 9th—Benworth, Karanga, 12th—Ernest Simon, Chasen, Teeris, Prins Eitel Friedrich, Tongo Maru, Tenkas, Aradina, 16th—Glenlog, Miyazaki Maru, Soyo Maru, Vorosieris, Aleria, 19th—Borneo, Aleria, 22nd—Meisana, Nippon, 25th—Siam, Ville de la Citad, Wakana Maru, Kangtase.

ARRIVALS AT HOME.
May 19th—Atigona, Elsie, Onda, Preussen, Salsuma.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	1 m.	H. Powell	P. & O. S. N. Co.	On 27th inst., at Noon
LONDON & ANTWERP	SUMATRA	Brit. str.	1 m.	W. R. Le Mare	P. & O. S. N. Co.	About 31st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	MONMOUTHSHIRE	Brit. str.	1 m.	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 3rd June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NILE	Brit. str.	1 m.	E. F. Dally, R.N.R.	P. & O. S. N. Co.	About 14th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	1 m.	Wagner	HAMBURG-AMERICA LINE	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ALBANY	Ger. str.	1 m.	Schwinghammer	HAMBURG-AMERICA LINE	On 5th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PRINCEFRED	Ger. str.	1 m.	Dieterichsen	HAMBURG-AMERICA LINE	On 9th June.
HAYRE, BREMEN & HAMBURG, &c.	MISHIMA MARU	Jap. str.	1 m.	A. B. Moses	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	BATEEN	Ger. str.	1 m.	Brehmer	HAMBURG-AMERICA LINE	On 25th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	1 m.	M. Hagino	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUMA MARU	Jap. str.	1 m.	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st June, at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	1 m.	Knaus	HAMBURG-AMERICA LINE	On 23rd June.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	BURLOW	Ger. str.	1 m.	Parvich	SANDER, WIELER & Co.	On 31st inst., at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Ger. str.	1 m.	Meissner	HAMBURG-AMERICA LINE	On 26th inst.
TRIESTE &c. VIA SINGAPORE, &c.	VANDALI	Am. str.	1 m.	Thomas	AMERICAN LINE	To-morrow
NEW YORK	AFGHAN PRINCE	Brit. str.	1 m.	Christen Smith	CANADIAN PACIFIC B. Co.	On 10th June, at 6 p.m.
BOSTON & NEW YORK	EXPRESS OF INDIA	Brit. str.	2 m.	J. N. Gao	CANADIAN PACIFIC B. Co.	On 28th June, at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	Irish	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	1 m.	G. B. Tomlinson	OSAKA SHOSHEN KAISHA	On 34th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	1 m.	H. S. Smith	OSAKA SHOSHEN KAISHA	On 13th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	SEATTLE MARU	Jap. str.	1 m.	G. B. McGill	OSAKA SHOSHEN KAISHA	On 20th June, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jap. str.	1 m.	H. S. Smith	NIPPON YUSEN KAISHA	On 6th June.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	KUMERIO	Brit. str.	1 m.	Christen Smith	THE BANK LINE, LIMITED	On 28th inst., at Noon
VANCOUVER, B.C. & SEATTLE VIA PORTLAND, &c.	ROBEA	Am. str.	1 m.	J. N. Gao	TOYO KAISEN KAISHA	On 2nd June, at 1 p.m.
SAN FRANCISCO VIA KEELUNG, SINGAI & JAPAN	NIPPON MARU	Jap. str.	1 m.	W. Davison	PACIFIC MAIL S.S. Co.	On 15th June, at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	1 m.	Irish	THE BANK LINE, LIMITED	On 27th inst.
BEIRA, DELAGOA BAY, DURBAN, &c.	BERKIB ISEN	Nor. str.	1 m.	Christen Smith	PORTLAND & ASIATIC S.S. Co.	On 29th June, at Noon.
PORTLAND VIA JAPAN	YAWATA MARU	Jap. str.	1 m.	J. N. Gao	NIPPON YUSEN KAISHA	On 5th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	1 m.	L. Klugkist	MELCHERS & Co.	On 7th June, at D'light
AUSTRALIAN PORTS VIA MANILA	NIPKO MARU	Jap. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	1 m.	T. Yamawaki	NIPPON YUSEN KAISHA	About 30th inst.
KOBE & YOKOHAMA	COLENZ	Ger. str.	1 m.	L. Klugkist	NIPPON YUSEN KAISHA	On 7th June, at Noon
KOBE & YOKOHAMA	NIPKO MARU	Jap. str.	1 m.	H. Hiedelme	TOYO KAISEN KAISHA	On 17th June, at 1 p.m.
JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Jap. str.	1 m.	H. Hiedelme	JAVA-CHINA JAPAN LINE	Quick despatch
JAPAN	TIKINI	Brit. str.	1 m.	V. McLynn-Liddell	JARDINE, MATHESON & Co., Ltd.	On 2nd June, at Noon.
TIENSIN	CHONGSHING	Brit. str.	1 m.	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI VIA NINGPO	HAUWANG	Jap. str.	1 m.	Fred. Pyne	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	ANBU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI	DELHI	Brit. str.	1 m.	H. S. Bradshaw	P. & O. S. N. Co.	About 28th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 27th inst., at M'night
SHANGHAI	FOOKANG	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.
SHANGHAI, KOBE & MOJI	P. E. FRIEDRICH	Ger. str.	1 m.	E. Malchow	P. & O. S. N. Co.	About 31st inst.
SHANGHAI, KOBE & MOJI	NURIA	Brit. str.	1 m.	F. J. Fox	P. & O. S. N. Co.	About 1st June.
SHANGHAI, KOBE & MOJI	SLAVONIA	Brit. str.	1 m.	C. D. Goldsmith, R.N.R.	HAMBURG-AMERICA LINE	On 4th June.
SHANGHAI, KOBE & MOJI	SIMLA	Brit. str.	1 m.	Sachs	P. & O. S. N. Co.	About 15th June.
SHANGHAI, KOBE & MOJI	NIPPON	Brit. str.	1 m.	Sachs	OSAKA SHOSHEN KAISHA	On 15th June.
SHANGHAI, KOBE & MOJI	SENGOYA	Brit. str.	1 m.	V. Zwart	HAMBURG-AMERICA LINE	Quick despatch
SHANGHAI, KOBE & MOJI	YITAREM	Dut. str.	1 m.	A. E. Hodgins	JAVI-CHINA JAPAN LINE	On 24th inst., at 10 a.m.
SHANGHAI	CHOSHUN MARU	Jap. str.	1 m.	J. W. Evans	OSAKA SHOSHEN KAISHA	To-morrow, at 11 a.m.
FOOCHOW VIA SWATOW & AMOY	HAIYANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 24th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAIMON	Brit. str.	2 h.	W. C. Macmore	DOUGLAS LAFRAIK & Co.	On 26th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	W. C. Macmore	DOUGLAS LAFRAIK & Co.	On 30th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Macmore	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA, CEBU & ILOILO	TRIAN	Brit. str.	1 m.	R. H. Lishman	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 p.m.
MANILA, CEBU & ILOILO	WINGANG	Brit. str.	1 m.	Shifford	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
MANILA, CEBU & ILOILO	LAIPONG	Am. str.	1 m.	S. Crosby	SHEWAN, TOMES & Co.	On 27th inst., at 4 p.m.
MANILA, CEBU & ILOILO	BUREI	Ger. str.	1 m.	F. Sombill	MELCHERS & Co.	On 27th inst., at 4 p.m.
MANILA, CEBU & ILOILO	BORNEO	Ger. str.	1 m.	Noma	NIPPON YUSEN KAISHA	On 30th inst.
MANILA, CEBU & ILOILO	TOBA MARU	Jap. str.	1 m.	L. C. Townsend	DAVID SASSOON & Co., Ltd.	On 31st inst., at Noon
MANILA, CEBU & ILOILO	AFGHAN PRINCE	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co., Ltd.	About 7th June.
MANILA, CEBU & ILOILO	KUTSANG	Brit. str.	1 m.	Ph. Obenauer	MELCHERS & Co.	Quick despatch.
MANILA, CEBU & ILOILO	CHENSHAN	Ger. str.	1 m.	M. v. Wijk Juriansz	JAVA-CHINA JAPAN LINE	
MANILA, CEBU & ILOILO	TIBODAS	Dut. str.	1 m.			

EST ASIATIQUE FRANCAIS
MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG
(VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1st and 2nd Classes on Board.

For Passages and Freight, apply to

P. THOMAS M.M. Co.'s AGENT.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" Sat. 10th June	"ALLAN LINE" Friday, 7th July
"MONTEAGLE" Wed. 28th June	"EMPRESS OF IRELAND" Fri. 28th July
"EMPRESS OF INDIA" Sat. 1st July	"ALLAN LINE" Friday, 18th Aug.
"EMPRESS OF JAPAN" Sat. 22nd July	"EMPRESS OF BRITAIN" Fri. 8th Sept.
"EMPRESS OF CHINA" Sat. 12th Aug.	"ALLAN LINE" Friday, 29th Sept.
"EMPRESS OF INDIA" Sat. 2nd Sept.	

"Empress" Steamships leave HONGKONG at 5 P.M. at 12 Noon.

"Monteagle" Steamships leave HONGKONG at 5 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless Apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate (on Steamers) £43 .. £45.

1st Class Railway £43 .. £45.

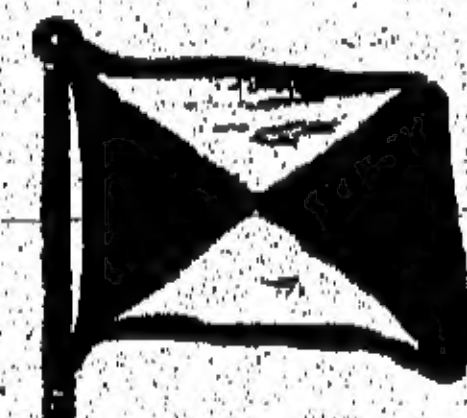
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for their class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fetter Street and Fenny, opposite Blake Pier.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 30th May, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 11th May, 1911.

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD
AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HENRIK ISEN"	4,578	Christen Smith	On 20th June, Noon

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT. [94]

KING'S BUILDING, (Opposite Blake Pier).

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
KOBE and YOKOHAMA	"COLENZ"	6,750	About 30th May.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Wed. 31st May, at Noon
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"PRINZ EITEL FRIEDRICH"	16,000	About 31st May.
JESSELTON, KUDAT & SANDAKAN	"BORNEO"	5,050	Saturday, 27th May, a.m.
SINGAPORE, COLOMBO, SUEZ, PORT SAID, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GNEISENAU"	16,000	About 7th June.
MANILA, YAP, MABON, SAMA, MAL NEGUINFA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	6,750	Saturday, 17th June, at D'light

All the Steamers of the European Line are fitted with Wireless Telegraphic.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 22nd May, 1911.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK
With Liberty to Call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE,"
Captain Thomas, will be despatched for the above Ports TO-MORROW, 23rd May.

For Freight or Passage, apply to
DAVID SASSOON & Co.,
General Agents,
Hongkong, 18th May, 1911. [614]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

CATHERINE APCAR,"
Captain L. C. Townsend, will be despatched for the above Ports on WEDNESDAY, the 24th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 20th May, 1911. [725]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (Dobruja),
Jiling at SINGAPORE, PENANG
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ
AND PORT SAID.

Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship

"CHINA,"
Capt. Pavich, will be despatched as above on FRIDAY, 26th MAY.

This Steamship has special accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 19th May, 1911. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 25th May	Freight and Passage.
LONDON via Usual Ports	DEVANHA	Noon, 27th May	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 31st May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA	About 1st June	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 14th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA	About 15th June	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd May, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 23rd May, 4 P.M.
SHANGHAI	"ANHUI"	On 25th May, 4 P.M.
SHANGHAI	"CHENAN"	On 27th May, 4 P.M.
MANILA, CEBU and ILOILO	"KAI FONG"	On 30th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".

Saloon accommodation Amidsips; Electric Fans fitted; Extra State-rooms on Deck, etc.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI", "CHENAN", "CHIN HUA" and "LINAN" with excellent accommodation.

Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through

Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

Hongkong, 20th May, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHEFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British

Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE and YOKOHAMA:	S.S. SLAVONIA	4th June
S.S. SEGOVIA	15th June	
S.S. SPEZIA	1st July	
S.S. SILESIA	12th July	
S.S. C. FERD. LAEISZ	28th July	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th May, 1911.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"HANGSANG"	Tuesday, 23rd May, Noon.
MANILA	"WINGSANG"	Saturday, 27th May, 2 P.M.
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 29th May, Noon.
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Wednesday, 31st May, Noon.
IENTSIN	"CHEONGSHING"	Friday, 2nd June, Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMANG" and "FOOKSANG" leave about every 3 weeks for

Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-

out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtan, Weihaiwei, Chiao-

tsien and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

Hongkong, 22nd May, 1911.

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid

Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

(OCCUPYING 9 TO 10 DAYS).

STEAMSHIPS CAPTAIN LEAVING.

"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd May, at 11 A.M.
"HAIYAN"	Capt. J. S. Bosch	FRIDAY, 26th May, at 11 A.M.
"HAIYANG"	Capt. W. G. Pasmore	TUESDAY, 30th May, at 11 A.M.

For SWATOW AND RETURN.

(OCCUPYING 3 DAYS).

"HALMUN" ... Capt. J. W. Evans ... WEDDAY, 24th May, at 11 A.M.

During the Months of July and August, RETURN TICKETS available for Three

Months will be issued at a Reduction of 50 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

Hongkong, 20th May, 1911.

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU	9,000	WEDDAY, 24th May, at Daylight
	KAGA MARU	7,000	WEDDAY, 7th June, at Daylight
	ATSUTA MARU	9,000	WEDDAY, 21st June, at Daylight
VICTORIA B.C. and SEATTLE	SADO MARU	7,000	SATURDAY, 17th June, from Kobe
	AWA MARU	7,000	TUESDAY, 23rd May, at 4 P.M.
	INABA MARU	7,000	TUESDAY, 20th June, at 4 P.M.
	YAWATA MARU	5,000	FRIDAY, 9th June, at Noon
	NIKKO MARU	6,000	FRIDAY, 7th July, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA	CEYLON MARU	6,000	WEDDAY, 24th May
	HITACHI MARU	7,000	THURSDAY, 25th May, at 11 A.M.
BOMBAY via SINGAPORE, PENANG and COLOMBO	TOSA MARU	6,000	TUESDAY, 30th May
	NIKKO MARU	6,000	WEDDAY, 7th June, at Noon

§ Fitted with New System of Wireless Telegraphy. • Carries Deck Passengers • Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

14-40

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	SUNDAY, 28th May, at Noon.
SIBERIA	18,000	FRIDAY, 24th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 15th July, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 11th Aug., at 1 P.M.
KOREA	18,000	FRIDAY, 26th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 8th Sept., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

• Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via

KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and

on HONOLULU, SUNDAY, 28th May, at Noon.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX

MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS

ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular

and/or Civil Services located in Asia, to European Officials in the Services of the Governments

of China and Japan. To United States Points, Commissioned Officers of the United States

Army, Navy, U.S. P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls

stationed at Ports of Call. To United States and Canadian Points: Members of the Naval,

Military, Diplomatic and Consular Officials of the Governments of China and Japan. These

Special Rates apply when travelling at their own expense and to their families. To all points.

Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....FRIDAY, 16th June, at 1 P.M.

FRIDAY, 7th July, at 1 P.M.

PERIA.....9,000 Tons.....FRIDAY, 4th Aug., at 1 P.M.

THE P.M. S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-

SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERIA First CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 24s.

HONGKONG TO SAN FRANCISCO via New York " " " 22s.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies,

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

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TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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CHINA OFFICE—LUDGATE CIRCUS LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
* CHIO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
* TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.

† Triple Screws, turbine engines. • Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN

FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-

HAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO-

HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,

LIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,

to SAN FRANCISCO	£ 45-0-0, Single
to NEW YORK	£ 60-0-0, "
to LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
to SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
to VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their

families when travelling at their own expense:

TO EUROPEAN PORTS—Officials of any European Naval, Military, Diplomatic,

Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan.

TO CANADIAN AND UNITED STATES PORTS—Commissioned Officers of the

United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent

cuisine and accommodation.

"TENYO MARU" and "CHIO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

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K. MATSUDA, LOCAL MANAGER,

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest

and fastest route

